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COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

TOPIC Koethen Airfield

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONT [REDACTED]

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DATE OBTAINED [REDACTED] DATE PREPARED 17 May 1950

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE [REDACTED]

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1. Sixty-five single-engine low-wing monoplanes and two biplanes were parked at the northern edge of the Koethen (L 52/D 95) airfield on 21 March 1950. The planes had different colors and appeared newly painted. Individual monoplanes and the two biplanes were used in practice flying. Jet fighters flew low over the field.
2. The airfield was being extended to the west by 15 hectares, beyond the road to Edderitz (L 52/D 95). A concrete runway 50 meters wide was being constructed there, its western end completed to a point 400 meters beyond the Edderitz road. A crane and four concrete mixers were in operation. The previously reported ammunition dump in the southeast corner of the airfield was about double its former size. Most of the bombs stored there were estimated at 250 kg. From the bomb cases scattered about, it was inferred that bombing had been practiced.
3. The airfield was observed from the northeast in the day time between 21 and 24 March 1950. From 10 to 14 single-engine, low-wing monoplanes were parked in front of the two hangars on the eastern edge of the airfield. Both hangars were occupied by aircraft. It was particularly noticed that aircraft with numbers on the rudder assembly, instead of on the fuselage, have been recently stationed at the field.
4. Description: Low-wing monoplane, wings straight when seen from the front, wing span about 12 meters, mid-section of wing straight, outer section trapezoidal

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25X1A

- 2 -

and tips rounded; in-line engine, three-bladed propeller, radiator not visible, two-seat cockpit, one cannon in each wing, set at leading edge of outer end of straight mid-wing. Large white figure on fuselage, the [REDACTED] being noted: small white figure on rudder assembly, the [REDACTED] being seen.

25X1C

25X1C

25X1C

- 5.a. There was flying, in fine weather, including local flights and formation flights in elements of two and five to six. Two swept-back wing jet fighters flew over the field. Single-engine, low-wing monoplane No 8 landed on the field in front of the hangars at about 4.p.m. on 24 March 1950. Reason for the landing could not be determined. The damaged plane was salvaged soon after landing.

25X1C

6. Only individual biplane flights were made between 4 and 10 March 1950, in bad weather, apparently for meteorological purposes.
7. Formation flying with an average of eight planes, low-level attacks on the airfield area and air combat were practiced between 11 and 26 March 1950, in favorable weather.
8. The airfield was occupied by U-2 biplanes, twin-engine high-wing monoplanes with nose wheel of Boston III type and the two-seat ground attack aircraft previously described. [REDACTED] of planes were counted on the days shown in March 1950:

25X1A

25X1A

The ground attack aircraft had propeller hubs of different colors, 35 to 40 blue, 15 to 18 yellow and 15 to 20 white. The planes with white hubs presumably arrived at the field recently.

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- 3 -

9. a. Construction work on the runway was resumed. Excavation work for the drainage system had been completed all along the landing field, and extended beyond the Koethen-Edderitz road. Gravel, cement, sand and sewage pipes were continually being hauled to the field. The fuel dump received fuel from three railroad tank cars. Excavation work was being done in the fuel dump, apparently for the installation of a new container.

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